

abolished and the administration of aviation was placed under the new Department. At this period when both military and civil flying services were small and in the early stages of their development, the advantages of combining their administration in one department were manifest. However, the two functions inevitably developed along different lines, these differences applying both to types of aircraft and to training of personnel. With the growth of both military and civil flying, their administration in one department became less convenient and stability in the administration of aviation in the Dominion was finally reached in the autumn of 1936 by the complete separation of the military and civil functions, the latter being transferred to the new Department of Transport. Civil aviation has now become so important a part of the transportation facilities of Canada that it can best be administered by the Department which deals with railway, shipping, and highway services, to which aviation is complementary.

Subsection 2.—Administration.

Civil aviation, previously administered by the Department of National Defence, is now a function of the Department of Transport, created in November, 1936.

The administrative duties under the Controller of Civil Aviation include the inspection and registration of aircraft and air harbours, the licensing of commercial and private air pilots, air engineers and air navigators. In addition to these duties, the location and construction of air routes and any matters connected with airship services are administered in this Branch.

Provincial Government Operations.—The Ontario Provincial Air Service owns 18 aircraft, which are operated by the province in the work of forest fire protection, transportation, air photography and sketching in northern Ontario. Operations cover an area approximately 800 miles from east to west and 400 miles from north to south. The Manitoba Government Air Service, operated in 1936, 5 aircraft on forest protection in the province for the Forestry Branch. The Saskatchewan Government Air Service operated 4 aircraft in the province on special work for the Department of Natural Resources. The British Columbia and Quebec Governments contracted with commercial aircraft operators for their flying requirements.

Commercial Aviation.—During 1936 the principal activity of commercial aircraft operators in Canada was the carriage by air of passengers, freight, and mails to mining fields in the more remote parts of the Dominion. Their work also included forest fire patrols, timber cruising, air photography, flying instruction, advertising, short passenger flights, etc., in various parts of the country.

Air-Mail Services.—Regular air-mail services were established in December, 1927. Statistics of the air-mail services, showing routes operated, mileage flown, and mail carried during the fiscal year ended March 31, 1936, may be found in Table 6, p. 727, under the part of this chapter dealing with the Post Office.

Encouragement of Aviation.—To encourage a more wide-spread interest and knowledge of aviation, the Department of National Defence, since 1928, has assisted by issuing light aeroplanes and making grants to each of the 22 flying clubs; viz: Halifax, Cape Breton, Saint John, Montreal, Brant-Norfolk, Fort William, Hamilton, Kingston, London, Ottawa, St. Catharines, Toronto, Border Cities, Kitchener, Brandon, Winnipeg, Moose Jaw, Regina, Saskatoon, Calgary, Edmonton, and Vancouver. Many aerodromes have been established through this movement. Details of membership, aircraft, hangars, flights, etc., of flying clubs are shown separately in the tables.